

IN RE:

OPEN-HOUSE COMMENTS

IN RE:

STATE PROJECT 700-18-0014 (ENGINEERING)  
STATE PROJECT 6-01-0012 (CONSTRUCTION)

HUEY P. LONG BRIDGE WIDENING

ROUTE U.S. 90

JEFFERSON PARISH

Transcription of Public Comments during  
exhibition in the above-referenced matter held at  
the Alario Center, 2000 Segnette Boulevard,  
Westwego, Louisiana, held on Tuesday, June 24, 2003,  
occurring between the times of 4:33 p.m. and 5:59  
p.m.

REPORTED BY: JANE BORRELLO-LAMERE  
Certified Court Reporter

1                   P R O C E E D I N G S

2                   MR. DAMON SMALL:

3                   My name is Damon Peter Small. I  
4 live at 1100 Hooter Road, Bridge City, Louisiana.  
5 My main concern is the noise pollution with the  
6 bridge. I just want to make sure that I would be  
7 able to have the same quality of living as I have  
8 been having for the past two years since I have been  
9 here. I'm more concerned with the bridge being moved  
10 closer to my property line than what it already is.  
11 If there is a possibility maybe they can do some  
12 type of noise-reduction plan or even the possibility  
13 of buying the residents out where the noise may be  
14 elevated in certain areas. You know, I just want  
15 to make sure that I continue to have the same  
16 quality of life that I've been having for the past  
17 two years since I've been over on Hooter Road.

18                  My other concern is the traffic delays  
19 and as far as the vibration from the pile drivers  
20 and construction equipment. I'd, you know, like to  
21 make sure that everything will be noted, anything.  
22 If residents are forced to or have to stay there,  
23 that we would be able to be compensated for any  
24 damages that might occur during the construction, or  
25 even as far as monetary damages as far as cracks of

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1 foundation, things like that, broken bricks or  
2 stucco that might occur during the foundation. But  
3 other than that I think we do need the bridge  
4 improvement overall. I think the bridge needs to be  
5 improved. But I think, basically, if there's going  
6 to be -- even if it's just a few residents, I think  
7 maybe that few residents -- if it's going to impact  
8 on a few residents or even the whole neighborhood, I  
9 think whoever is going to be impacted severely it  
10 needs to be taken care of.

11 MR. KENNETH J. BARKER:

12 The comment that I need to begin  
13 with, I went over here to the building in Bridge  
14 City last year and the comment I had made about the  
15 superstructure was it's God awful ugly, the sight of  
16 it. I love it. All kidding aside, I the like the  
17 W-3 design, that one over there (indicating) because  
18 I think that the realignment of the roadway, the  
19 western end, the westbound side would be less  
20 evasive and easier to implement than the W-1. I  
21 couldn't get an answer as to whether or not there  
22 was going to be lighting put on this bridge, which  
23 is very important to me. As it is right now the  
24 Huey P. Long is very dangerous at night because the  
25 lights were taken off of there a good 15 or 20 years

1   ago. I would think that something that important  
2   should be added into the bridge project and we  
3   should at least know about that at this stage of the  
4   development of the project. I questioned whether or  
5   not something like this would be worthwhile in the  
6   long run, strictly speaking because of the many  
7   issues that are coming up in Jefferson Parish,  
8   mostly on the Westbank, about trying to arrest too  
9   much development before we end up losing the rest of  
10   our wooded areas. And although the cost which was  
11   quoted to me as to the price of the construction and  
12   the whole project is 290 million dollars, it seems  
13   like a lot of money. And this was explained to me  
14   that most of the money would come from bond sales.  
15   And I'm wondering whether or not those bonds are  
16   going to be able to be paid out within the actual  
17   time of construction, which I rather doubt. I would  
18   think that if bonds of that amount of money were  
19   taken out that it would take quite a long period of  
20   time to pay out, at least maybe 15, 20, 25 years.  
21   The other thing I had pointed out which was  
22   explained to me, I had wondered aloud whether or not  
23   it would not have been a wiser idea just to leave  
24   this bridge like it is and build an entirely new  
25   structure similar to the Veterans bridge up river

1 from here, a little further up river like Wagamann,  
2 Harahan, something like that, and make this truck  
3 traffic only one lane in each direction. Because  
4 some more of my concern is this is an old structure.  
5 And regardless that it's a historical bridge, it is  
6 a lot of structural change to be putting on a bridge  
7 that is over 65 years old.

8 I'm a little concerned about whether or  
9 not the integrity of the bridge is going to be able  
10 to take the weight. I'm a little concerned because  
11 this bridge gets struck by river traffic quite  
12 often. And I guess I'm not really certain, although  
13 I have been excited about roadway projects and  
14 bridge projects for a long time, I watched the  
15 construction at the new G.N.O. bridge when I lived  
16 in McDonoughville in the eighties. I'm just a  
17 little hesitant with this because I don't know  
18 really whether the long-term idea for this, the  
19 extra traffic that's going to be put into the West  
20 Jefferson area, is going to be such a good idea.

21 MS. FRANKIE LEGAUX:

22 One of my initial concerns when I  
23 looked at is I saw that there was going to be -- the  
24 bridge would be closed down to one lane at some  
25 point in time. I wondered if anyone had considered

1 the fact that a lot of people -- a lot of school  
2 children commute over. And the timing of that  
3 particular thing, if they could time it during like  
4 a summer break or if they could time it during  
5 say -- I think a total of eight weeks, if they could  
6 have it done from like Thanksgiving to Christmas  
7 when school was out a lot, that would certainly  
8 relieve probably a lot of the traffic congestion  
9 going across. Because it's extremely bad certain  
10 times of the year. For example, in August, the  
11 first two weeks when school is in session, where  
12 people are trying to figure out where the best route  
13 is, what the timing is and so forth, and you get  
14 innumerable accidents and just massive traffic jams  
15 at that particular time. So, my concern, just  
16 initially when I looked at that, was the fact that  
17 the timing of that one lane, when it was put down to  
18 one lane, could be taken into consideration, you  
19 know, according to school schedules.

20 MR. GREG LIER:

21 My name is Greg Lier and I'm a  
22 business owner on both the east and west banks. I'm  
23 also the Immediate Past President of the Elmwood  
24 Business Association. And my comments are really  
25 directed more toward the eastbank portion of this

1 construction project. We certainly are in favor of  
2 the three laning of the Huey P. Long as soon as  
3 possible, but there are a number of concerns  
4 relative to traffic once it gets to ground level on  
5 the eastbank. So, you know, we firmly support the  
6 project but want to see some more study work done  
7 relative to necessary traffic signalization so it's  
8 coordinated, and also appropriate turning lanes so  
9 all those businesses along Clearview, which are an  
10 important part for the area, have decent access once  
11 this is done. That's it.

12 MR. LOUIS LAURICELLA:

13 My comments are twofold. One is  
14 that first, that we need to ensure that northbound  
15 traffic on Clearview Parkway has a protected left  
16 turn into East Corporate Drive. "Protected" means  
17 signalized protection.

18 And then secondly, we need to ensure  
19 that there's a double left-hand turn onto northbound  
20 Clearview on Mounes.

21 And actually, thirdly, I would like to  
22 see if the State could coordinate with Jefferson  
23 Parish to ensure they could get the traffic signals  
24 along Clearview Parkway to be synchronized so that  
25 we have a freer flow of traffic, unlike the way they

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1 are right now.

2 MR. ROBERT HAMILTON:

3 In regards to the actual widening  
4 of the span itself to three ten-foot lanes, or three  
5 elevens, I think, and a 10-foot shoulder on the  
6 right and a two-foot shoulder or a 6-foot shoulder  
7 on the left, I don't think that you have adequate  
8 room for emergency service breakdown on the left  
9 side. A third lane cannot get from one lane to the  
10 other. And if you get a car, most cars are going to  
11 be in the vicinity of being six foot, some of them  
12 are wider, so you don't have any space if you have  
13 to get out of your car, or to be away from the  
14 traffic. If you have three lanes you have a faster  
15 lane, generally your left lane, and you're closer to  
16 danger. There's no provisions made, allowance made  
17 for that emergency lane or for enough pullover on  
18 the left side. There is no provision made for  
19 pedestrian or bicycle traffic on that span. In the  
20 event that a person has to walk or whatever, there's  
21 no provisions made for that. There's no barrier;  
22 there's no guardrail that I see. I'm sure that  
23 maybe that would be considered.

24 In regards to the approach and exit,  
25 the exit, eastbank side, I think more attention has

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1 to be given to finally utilize that Earhart  
2 connection, the Earhart rather than Clearview since  
3 Clearview has a lot of problems with lights and  
4 stopping like that right at the foot. If you carry  
5 a large volume of traffic all you're going to do is  
6 bottleneck it and have no places where you have  
7 lights. If it moves further away to Earhart where  
8 you have an open roadway without lights, that would  
9 be sufficient in that area. That's pretty much it.

10 MS. MELINDA GALLARDO:

11 I mainly want to find out: What  
12 are we going to do about the traffic? We're already  
13 bottlenecked every day when there's traffic coming  
14 from Avondale. Now, when they shut down one lane,  
15 either side, what are we going to do to get out of  
16 Hooter Road? The people are not following -- when  
17 there's a big sign that says "Do not block  
18 intersection," they're blocking it. We cannot get  
19 out now. Sometimes you sit there for an hour  
20 already. So, what are we going to do when they're  
21 closing down a lane and it's backtracked back? And  
22 also, are they going to open up Wiegand and let us  
23 out the back? You know? That's basically it. I  
24 just want to know if we can have some way of getting  
25 in and out. Because the way we're going, we can't

1 get in in the front of our street.

2

3 REPORTER'S CERTIFICATE

4

5 This certificate is valid only for a  
6 transcript accompanied by my blue license stamp on  
7 this page.

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18 am I otherwise interested in the outcome of this  
19 matter.

20

21

22 JANE BORRELLO-LAMERE  
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